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NO OF PAGES 3 25X1

Circumstance	All respondents (%)	Men (%)	Women (%)
If someone is attacking you	85	85	85
If someone is threatening you	75	75	75
If someone is harassing you	65	65	65
If someone is insulting you	45	45	45
If someone is annoying you	25	25	25

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO REPORT NO. 25X1

DATE OF INF

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The national or primary system is fundamentally a military system whereas the secondary system provides facilities for local transport. Fifty per cent of the present traffic on the national system consists of transporting cattle, wood, grain, and miscellaneous commodities. Eighty per cent of the secondary road traffic is horsedrawn vehicles conveying local products.

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Motor transport in Lithuania is a small factor. From a national viewpoint, the railroad is the backbone of transportation and will continue as the principal medium. Secondary in priority for long haul transportation but first priority for short haul or local drayage is the horsedrawn traffic.

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[illegible]

25 YEAR RE-REVIEW

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It can be stated that in general the German "norms" were used for the sub-items. For special bridges contracts were awarded with foreign firms, usually from Germany, Denmark and/or Sweden.

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The principal cement factory is located 5 km from Jurbarkas (55-05N 22-46E). Here is manufactured German standard Portland cement. Quick setting cement is available, but it is considered too costly for even commercial use.

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In the vast majority of projects, the German norms were used between World Wars I and II. Present day construction and design are believed to be based upon the Soviet norms. On special projects when foreign contracts were awarded for design and construction, the German, Danish and/or Swedish specifications were acceptable from the respective bidders.

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the sources of construction steel

Between World Wars I and II it was normally from Germany, except on large projects by foreign contractors. Here again, the Lithuanians accepted steel from the respective countries. There is no local or national source of steel. At present it is assumed that the source is from the USSR or the Satellites. Prior to World War I Soviet steel was used.

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A. Reinforced concrete predominates because [] lack the native steel products, the special equipment for erection, and the artisans of the steel construction industry. On the other hand, [] have sand, cement, gravel, and crushed stone, plus mixers and concrete workers. Naturally, [] favor concrete construction when within a design range for the problem. This is reflected in [] use of many uniform spans and types of design.

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With the development of the motor industry since World War II, including parts and accessories, the Soviets are forced into an extensive highway improvement and development program. At the present, [] they are building about 20,000 kilometers per year of new construction plus improving most, if not all, of their main arteries.

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In the first place, motor transport will not take the place of the railroads. The length of haul will increase progressively as manufacturing of cars and trucks continues and highway construction advances to meet both civilian and military requirements. However, production depends upon skilled labor, and on account of the poor quality of the work, motor transport will make little impression on the railroads for the next 10-15 years. [] the railroads could absorb the intercity motor vehicle transport service as it exists in normal times []

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The restricted location of good rock or potential crushed stone for highway construction has forced the Soviets to give special attention to grading dirt roads. To surface roads also requires funds, and good roads are costly. At the present the national economy has more important items to consider. An integrated system will depend upon military and civilian needs.

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